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CALIBRE 7.65 mm.  
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FIRING 8 SHOTS in 2 SECONDS.  
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Hongkong, 6th March, 1907. 42

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**TO DAY (WEDNESDAY),**  
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the late Mr. A. H. RANDEL  
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Sale to start at 2 P.M. each day.

**VALUABLE HOUSEHOLD FURNITURE**  
Comprising:—AMERICAN MAKE SETTEES and HATSTAND Combined  
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CANTON CARVED BLACKWOOD WARE, CARVED ROSEWOOD DECK and  
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RUGS, A number of STEEL ENGRAVINGS, &c., &c., &c.  
Also:  
One Large CLOCK by John Noble, One GRAMOPHONE and RECORDS.  
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EXTRA DRY (Gout American),  
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SALES IN THE UNITED STATES EXCEEDED THE TOTAL OF ALL OTHER  
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Residents  
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Every Comfort.  
Ladies' and Gentlemen's Tea Rooms  
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CHARGES MODERATE, AND NO EXTRAS.  
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A HIGH CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted Electric Fans (if  
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Electric Passenger Elevator to each floor.  
Table D'Hote at separate tables.  
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Telegraphic Address: "SACHSOLA."  
ELECTRIC LIGHT, Hot and Cold Water  
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STANDING in its own grounds with Tennis  
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Well Furnished Bedrooms, every home comfort.  
Fine View of the Harbour; Terms moderate.  
Telephone No. 680.  
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Hongkong, 4th December, 1907. 1a40

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FIRST-CLASS CUISINE.  
COMFORTABLE & AIRY BEDROOMS  
Situated in close proximity to the Harbour  
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BEST WINES and LIQUORS SUPPLIED.  
Special arrangements for a long stay.  
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(HOTEL-SANITARIUM OF SOUTH  
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MACAO.**  
THE Hotel is under European manage-  
ment and most strict supervision as to  
food, cleanliness and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days' rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.  
Macao is 40 miles south-west of Hongkong.  
Two steamers (a.s. Sui An and Sui Tai) daily to  
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from Canton, give easy communication with both  
these centres.  
Cable Address: "BOAVISTA"  
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SPECIAL REDUCED SUMMER RATES  
PER DAY \$4 to \$7 according to Room selected  
" WEEK \$25 to \$40 do. do. do.  
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WEEK-ENDS—Saturday afternoon to Monday  
morning—\$7 to \$10.  
Two persons occupying one room, will be  
charged a rate and a half only.  
Children under 12—half rates.

SPECIAL TERMS FOR FAMILIES.  
Excellent Cooking by AN CHEONG, for over  
seventeen years Chief Cook with the  
late Mr. J. W. OSBORNE.  
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Proprietor.  
PRIVATE BOARD AND RESIDENCE  
MRS. G. L. LANDERS  
"CLAREMONT"  
2 & 4, KENNEDY ROAD.  
Hongkong, 8th February, 1907. 568

**FRENCH LESSONS.**  
FRENCH TAUGHT entirely by Con-  
versation and without translation by a  
Frenchman (a Teacher in Government Schools)  
and ENGLISH LESSONS by an English  
Lady.  
Apply by letter to:—B. R.  
Care of "Daily Press" Office.  
Hongkong, 19th November, 1903— 644



## TELEGRAMS.

[DAILY PRESS EXCLUSIVE SERVICE.]

## YANESIDE SHIPBUILDERS' DISPUTE.

LONDON, May 26th.

The shipbuilders have accepted the employers' terms.

[REUTERS SERVICE.]

## RUSSIAN MINISTER TO PEKING.

LONDON, May 24th.

M. Korostov has been appointed Russian Minister to Peking.

## THE UNITED STATES MAIL SUBSIDIES.

LONDON, May 24th.

The House of Representatives has rejected the report of the Conference on mail subsidies. The speakers threatened an indefinite prolongation of the session rather than yield to the Senate, which had secured the support of the conference to the subsidies.

## PEACE CONFERENCE.

LONDON, May 24th.

M. Takahira, who was the chief speaker at a Peace Conference at Mohawk, New York, defended the action of Japan in Korea and Manchuria, and declared that Japan would live up to her ideals of peace.

## GERMANY.

LONDON, May 24th.

The Leipzig Court of Appeal has quashed the sentence on Herr Harden and ordered a retrial, the appellant having evoked a new factor the arrest of Prince Eulenberg for perjury, whose testimony induced the first finding.

## THE GERMAN BURGOMASTERS IN ENGLAND.

LONDON, May 24th.

The German Burgomasters have been received by the King at Buckingham Palace. His Majesty speaking in German expressed his pleasure in welcoming them. The Burgomaster of Munich in reply thanked the King and hoped an exchange of visits would strengthen the relations of the two countries.

## SIR ROBERT HART.

The Times correspondent wrote from Peking on April 23—

While all the foreign newspapers contain appreciations of Sir Robert Hart the native papers, with one exception, confine themselves simply to recording his departure. There is abundant evidence, however, that the educated Chinese, though not demonstrative, do realize the services rendered to China and civilization by Sir Robert Hart, by whose genius a Customs service has been created and developed which compares honourably with any public service in the world, a postal service established throughout this vast Empire whose success is one of the wonders of recent years, the coast of China lighted and harbours buoyed, and by whom treaties have been drawn and peace has been concluded.

A generous expression of gratitude for Sir Robert Hart's great services is found in the Sh-shien Shan-pao, one of the most widely read Chinese newspapers in Peking, whose editor, Uyeno, is a well-known Japanese writer. This journal characterizes the appointment of Sir Robert Hart as "the greatest turning point in economic history," and continues—"Ever maintaining the highest standard, this foreign statesman has always enjoyed the thorough confidence and has gained a glorious name through the world and his merit will descend to generations yet unborn. Never has the employment of a foreign statesman been so fruitful of a success in the world's history. Such a successful result, such faith growing deeper and deeper on one side, such generous affection and sustained diligence on the other—these marvellous results may well leave one speechless." The newspaper concludes by expressing the hope, shared by the Throne, that "this loyal servant will return to China," "towards which, though absent, he still is looking in spirit."

## IN THE PULPIT AT 100.

THE KING CONGRATULATES THE OLDEST MINISTER.

The Rev. Thomas Lord, of Hornsea, the oldest minister of the gospel in the United Kingdom, reached his 100th birthday last month, and is still preaching.

The King sent him the following telegram of congratulation through Lord Knollys—

I am commanded by the King to congratulate you on the attainment of your hundredth year after a most useful life.

Mr. Lord was born two years after Pitt and Fox died, and was a grown man when George IV. was on the throne.

Mr. Lord was married three times, and achieved the unusual record of celebrating his golden wedding and three years over with his second wife. His first wife died two years after her wedding, and his third only lived for seven years after her marriage.

Here is Mr. Lord's programme for his hundredth birthday—

8 a.m.—Rise and shaved himself.

A hearty breakfast of cold ham.

Received deputations.

At a chicken for dinner.

Enjoyed a plain tea.

Mr. Lord has no formula for longevity. He was solely a youth, far from strong in middle age, and it was only after he reached three-score-and-ten that his life seemed to be assured.

He is a non-smoker and a teetotaler of seventy years standing.

How to BE BEAUTIFUL—Keep your complexion Mrs. Ellen's Crème Charante, Lait Chantant and Special Skin Tonic and Poudre Charante will enable you to do it. Har Specialities for the Skin are the study of a lifetime. A. S. Watson &amp; Co., Ltd., Sole Agents.

The match factory will accommodate 750

## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on May 26th at the Board Room. The Hon. Dr. J. M. Atkinson (President), presided, and there were also present Hon. Mr. Chatham, (Vice-President), Captain Lyons, Mr. A. Shelton Hooper, Mr. H. Humphreys, Lieut. Col. Martin, Mr. H. W. Slade, and the following officials—Dr. Pearce (Medical Officer of Health), Dr. Macfarlane (Assistant Medical Officer of Health) and Mr. Mol. Mosser (Secretary).

## APPLICATION FOR REMISSION.

An application was received from Mr. E. M. Haselard asking that sections 176 and 188 of the Public Health and Buildings Ordinance might be waived with respect to a house proposed to be erected on inland lot No. 522 R.P. Cairne Road.

## THE DIRECTOR OF PUBLIC WORKS MINUTED—

The plan submitted does not convey a very good idea of the proposal. The proposed building will be a four-storied one, 55ft in height. There is a retaining wall in the rear of it ranging from 47 to 55 feet in height, and another retaining wall on the east side of it, a considerable portion of which is 55 feet in height and a block of three storied buildings on the west side of it 49 feet in height. It derives very little benefit from being detached. I don't consider the case merits modification.

On the motion of the PRESIDENT, seconded by the VICE-PRESIDENT, the application was refused.

## WELL WATER.

A report was received from the Government Analyst relative to well and spring off Balphor's Street, Marine Lot No. 239. With regard to the spring he stated that the surface water was contaminating it. The water could be improved by causing any surface water to enter the spring from the bottom. This could be effected at little expense by means of a parapet. The well having been thoroughly cleaned out and repaired was now yielding water which was fit for potable purposes.

The MEDICAL OFFICER OF HEALTH reported—

I see no way to secure that the water at the spring is kept free from contamination except by covering a sheltered trough into which the water rises and providing a pump. At present the water is contaminated by vegetable matter which falls in and by the dipping up of the water by buckets which are not clean. I don't however think that much danger is to be feared from the use of the water for the manufacture of soy. It would not, however, pass muster as drinking water.

Both Mr. HOOPER and Mr. LAU CHU-PAN minuted that the well should remain open.

The PRESIDENT—No action required.

## PLAGUE AT HOK UN KOK.

Dr. MACFARLANE reported that thirteen cases of plague had occurred at a small village named Hok Un Kok between the 7th April and the 20th May. This was a large number in proportion to the number of the inhabitants and to the total for Kowloon so far. The following were the figures for the whole of Kowloon up to date: Hok Un Kok, 13; Hun-chom, 31; Yam-mat and Mongk k. 5 (4 known to be imported); Sham Sui Po and Tam Kok Tsui, 26; other villages, 3; total, 69. The villagers of Hok Un Kok were mostly employed in the Cement Works or in Bai's shipbuilding yards and works. They had thus every opportunity of spreading infection to other places and were probably responsible for some of the 21 cases in Hung-hom as Hung-hom itself was clean and had never much plague. Most of the houses were quite unsuitable for occupation and did not lend themselves to proper cleansing and nearly all were illegal under the Ordinance. Last year it was Kowloon city which supplied the early focus of plague. This year it was Hok Un Kok and Sham Sui Po. He did not see how plague was ever to be controlled in Kowloon until something was done to these places. He recommended that certain portions shown on a plan should be closed for human habitation and that steps should be taken to close most of the remainder later on. The walls were only loose stones and the floors of mud and damp; windows practically did not exist and in consequence most of the houses were quite dark inside. Overcrowding probably existed in many of them from their appearance. Except for these villages plague had not started properly in Kowloon yet and there was some ground for thinking that it would not do so even in the regular tenement houses if it was not allowed to thoroughly establish itself in the villages first. Details of the houses were given in the plague report furnished by the officer.

Dr. ATKINSON in a minute to the Director of Public Works wrote—"I have inspected these houses with Dr. Macfarlane and they are undoubtedly not fit for human habitation. The difficulty is to find some house to accommodate the people. Would it be possible to use the match factory at Hung-hom for this purpose? If so, please let me have the key so that it can be measured up so as to ascertain how many can be accommodated."

The PRESIDENT said that from 200 to 300 people lived in those hovels, and it was advisable to have them rehoused as soon as possible. There would be plenty of accommodation in the match factory.

Mr. HOOPER—The people are little less than squatters.

The PRESIDENT—The great thing is to get the houses empty. We might leave the dwellings as to what is to be done with the houses later.

Mr. HOOPER—How would you divide the families in the match factory?

The PRESIDENT—It belongs to the Government and they would put up partitions, if required.

Mr. HOOPER—You cannot turn out these people until the place is ready for them.

The PRESIDENT—We don't propose to do so. The match factory will accommodate 750

persons on each of the two floors. A caretaker will doubtless be required. If the Board order the place to be closed I think we might leave the arrangements to the Committee.

On the motion of the PRESIDENT, seconded by Mr. HOOPER, it was agreed to close the houses indicated.

## MORTALITY STATISTICS.

The mortality statistics for the week ended May 24th gave the following figures—The death rate for the foreign community civil population, was 35.6 per 1000 as against 24.6 per 1000 in the corresponding week of last year. The death rate for the whole colony was 30.9 per 1000 as against 21.8 per 1000 in the corresponding week of last year.

## HONGKONG CHAMBER OF COMMERCE.

At the last meeting of the Committee of this body, on the 18th inst., a letter to the Government was read stating the Committee's objection to the proposal of the Government to make leased moorings in the harbour available to vessels other than those of the losses.

A letter from the Chief Justice was read taking exception to the statement that the memorial to the Chamber was signed by "eight firms" and pointing out that half of the signatories, if not more, were gentlemen practising as individual solicitors. The Committee replied that no useful purpose would be served by continuing the correspondence, and in answer the Chief Justice wrote that he was of a similar opinion and wished that the wisdom of this idea had prevented the issue to the Press of the further correspondence with the Government which provoked unjustifiable attacks on the Chief Justice.

The Chamber having been invited by the Government to express an opinion as to whether bogie trucks or short trucks would be best adapted for use on the Kowloon Canton Railway, the Committee expressed the opinion that large bogie trucks would be better.

The reply from the Government was that it had been decided to order both.

Correspondence on the subject of the typhoon refuge was read. A joint letter from the principal shipping firms to the Chamber suggested that part of the cost of the proposed refuge might fall on operators allied to shipping as well as on shipping and indicating that a temporary increase on light dues would probably be acceptable to shipowners generally, provided it were based on a modified arrangement as regards payment.

The Committee forwarded this letter to the Government, and added that they endorsed it. They thought that 1 cent per ton increase on ocean going vessels suggested by the memorialists as a more equitable arrangement than that proposed by the Government, and pointed out that the 1 cent per ton for river steamers was likely to prove a heavy tax in view of the numerous entries of those boats.

The Japanese yarn lottery was the subject of letters sent from the Chamber of Commerce and those of Liverpool, Manchester, Bradford and Glasgow, asking for their cooperation in protecting this branch of British trade.

The practice of landing goods into godowns by shipowners and the Hongkong-Singapore quarantine regulations formed the subjects of correspondence, as well as the opium question.

The Committee considered a memorandum from H. E. the Governor as to the exportation of tinned lard into the Colony under Government guarantee, and it was agreed to ask for opinions from firms interested.

## SACRILEGE AT MASS.

SACRAMENT REJECTED IN THE POPE'S CHAPEL.

Rome, April 20.

An act of sacrilege unparalleled in the history of the Papacy occurred yesterday in the Vatican under the eyes of the Pope.

Three Jews who had been admitted to the Pope's private Easter Mass knelt at the altar and received the Sacrament from the hands of venerable Pontiff, only to remove it from their mouths immediately afterwards. One of them, a woman, even spat it on the floor.

The chapel contained about 200 worshippers, presumably all devout Roman Catholics, inasmuch as admission is only obtained through cardinals, ambassadors, and high Papal court personages.

A shiver of horror passed through the worshippers as they followed by a commotion on the gospel side of the altar as the three offenders were hurriedly escorted out of the chapel. The Pope, who was greatly affected, then administered the communion to the other worshippers.

It was found that the Jews had been admitted on the recommendation of Count Sponza, Austro-Hungarian Ambassador to the Vatican. Sponza's Agency states that Captain Vaughan, nephew of the late Cardinal Vaughan, was among the first to notice the sacrilege and to rush towards the offenders. The latter are said to be a professor at the University of Vienna, his wife, and another woman.

All of them declare, according to Sponza, that they went to the Mass not knowing that there was to be communion. They expected to kiss the Pope's hand, and when they received the sacrament, not knowing what to do, they removed it from their mouths, but they did not mean any insult or disrespect.

Dr. Gnedenmann, Chief Rabbi of Austria, delivered at Vienna on April 23 in the principal synagogue to a crowded congregation an address condemning in severe terms a sacrilege committed at the Pope's Easter Mass by three Viennese Jews. The Chief Rabbi, who spoke in the name of all the rabbis of Austria, reminded his hearers that the Jewish religion declares that the pious souls of all peoples and creeds will share eternal bliss. Jews are consequently bound by their own religion to treat all sacred ceremonies of other religions with profound reverence. The irreverent conduct of members of the Austrian Jewish community during the most sacred act of the Roman Catholic religion performed by the Supreme Head of Roman Catholic Christendom, his Holiness the Pope, must therefore be deeply deplored and most sharply condemned.

## INTIMATION

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In Elegant Bottles. A delightful adjunct to the Toilet.

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Of the finest quality, guaranteed.

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For the Toilet and Bath. Refreshing and Invigorating.

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THE HONGKONG DISPENSARY,

ALEXANDRA BUILDINGS.

Hongkong, 27th May, 1908.

## NOTICE TO CORRESPONDENTS.

Only communications relating to the news of the day should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications, addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

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HONGKONG OFFICE: 10A, DES VŒUX ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 27TH, 1908

YESTERDAY we published a paragraph stating that the German Government is giving the Nord Deutscher Lloyd an extra subsidy of £25,000 a year for a monthly service to Australia and Japan. In the same issue we published a telegraphic message from our London correspondent to the effect that the British Government is opposing the employment of Chinese on British ships. Together the two items supply a text for some comments on the supposed insecure condition of the supremacy of Great Britain's mercantile marine. To be doing with British shipping is still a long way ahead of the rest, notwithstanding that comparisons of percentages seem to show it losing ground. The very fact that the British mercantile fleet is so enormous seems to be accountable to some extent for the pessimism prevailing; for there is no competition more fierce than that between British and British. Freight rates have dropped to a comparatively low figure, and are only saved from reaching a point at which they would be unremunerative by methods that have been giving rise to agitations and Commissions—to consignors becoming alarmed lest their prosperity should be interfered with by artificial inflation of rates. On this latter point, there seems to be a great deal to be said on both sides, and we can do no better than to wait for the report and the verdict of the Shipping Rings Commission. Meanwhile, there can be no doubt that the Government assistance given to foreign shipping puts it into a very

favourable position to compete with the British, which is not even left to work out its own salvation, but is now threatened (on pseudo-patriotic grounds) with interference that will make its working costs heavier and its administration more difficult. The necessary reduction of expenses may have resulted in some cases, as has been alleged, in ships being sent out ill-equipped, undermanned, and badly provisioned, and it no doubt led up to the recent alteration of the load-line, which was objectionable from the point of view of the sailor. There is no equally valid objection to the employment of cheaper labour, especially as white stokers have been so notoriously unsatisfactory. One set of patriots bawls the diminution of the percentage of British carrying trade; another laments the increase in the number of aliens employed. It seems obvious that both cannot have their way, and it must be decided which point of view is the more important. There is also the question whether it is better for British bottoms to maintain their percentage by carrying foreign trade on favourable terms (as is said to be done) or for British trade to grow by favouring the transports that give it the best terms and conditions, irrespective of their nationality. These reflections show how complicated the whole subject is, and how difficult it is to discover what is really required. There is sure to be an outcry from some of our shipping companies against the Government's latest move, and yet that move was undoubtedly inspired by the patriotic alarm at the number of foreigners and aliens supplanting British sailors on British ships. Ought Great Britain to subsidise its shipping, as foreign nations are doing? Shareholders will naturally answer one way, and taxpayers, another.

At the Magistrate's yesterday Sapper Hick of the Royal Engineers, was fined \$10 for assaulting two Chinamen, besides having to pay \$13.5 for damaging their property, and a further fine of \$2 for the second offence.

Messrs. E. S. Kadoorie & Co., are in receipt of telegraphic advices from Singapore informing them that the crushing of the Rand Australian Gold Mining Co. Ltd., for the past four weeks yielded 92 ozs. gold from 5480 tons stone, and cyanide 101 ozs.

There appears to be humour in the following paragraph in *The Godown*: "On the 12th May all the princes and dukes as well as officials who are on duty in the palace are ordered to wear official robes, in consequence of which Hongkong Rope shares have gone up."

At the Marine Court yesterday a Chinaman was charged with boarding the s.s. "Fook Sang" without permission. He pleaded that he didn't know he was not allowed on board. Nobody told him to go, but he had a friend coming up from Singapore, and he wanted to meet him. The Hon. Commander Basil Taylor, R.N., however, fined him \$25 or two months hard labour.

Yesterday Captain W. E. Cocker, Deputy Commissioner of the Imperial Maritime Customs, was, on the occasion of his transfer from Hongkong to Poochow, made the recipient of a handsome silver cup subscribed for by members of the outdoor staff as a token of their esteem. Mr. Parr, Commissioner of Customs, made the presentation, and Captain Cocker made a humorous reply.

For the week ending May 23rd, there were 114 plague cases recorded, of which 95 were fatal. At noon on Saturday, therefore, the totals were 384 cases, 323 deaths. In the three days ensuing, there were no less than 43 cases recorded, of which 26 were fatal. At noon yesterday, therefore, the totals stood at 427 cases, and 349 deaths. Among the victims were two Japanese, one Jew, one Portuguese, and one Indian. There were eight cases of smallpox during the week.

Mr. Chamberlain continues to make the most gratifying progress at Cannes. A walk of a mile along the sea-front has now become part of his daily routine, and though he usually leans on the arm of his wife, his increased activity and strength are very noticeable. Mr. Chamberlain also takes longer and more frequent drives, and generally appears to take a keener interest in life. Once again he wears an orchid in his button-hole and affects his monocle. All things considered, he looks marvellously young, and his doctors believe now that he will be able to take an active part in politics when he returns to England.

An official dinner will be given by His Excellency at Government House this Wednesday evening. The following guests have accepted invitations:—Mr. and Mrs. Major Major Burton, Dr. van de Sande Bakhuizen, Mr. and Mrs. Dealy, Major Evans, R.M.L.I., Mr. and Mrs. Figg, Mr. and Mrs. Fox, Mr. T. Funnat, Major Grace, Mr. W. E. Gibson, Captain Hodges, U.S.S. "Galveston," Monsiour and Madame Marty, Mademoiselle Morel, Captain Marble, U.S.S. "Chittanogor," Major MacDonald, R.A.M.C., Lt. Comdr. Noble, H. M. S. "Britomart," Major Nastall, Dr. Noble, Mr. and Mrs. Evan Ormiston, Captain Ryan, H. M. S. "Astraea," The Hon. Mr. H. W. Slade, Major Samborne-Palmer, Mr. and Mrs. J. R. M. Smith, Mr. J. B. Wood, Major and Mrs. Watling.

The "Hongkong Maru," while entering the harbour on Monday, collided with one of the steamboats of the Union Water Boat Company. The latter was considerably injured, her funnel being carried away.

At Hung-hom, on Monday, a coolie had both his legs taken off through falling in front of the locomotive at work on the reclamation there. His duty was to uncouple the waggon and in jumping from a heap of sand he fell and was run over by the engine.

The typhoon signal was hoisted last night shortly before 10 o'clock, and the native craft was soon under way for the refuge at Causeway Bay. The three vertical green lights indicated that the typhoon was outside the 300 miles' radius. This is the first time the signal has been displayed this year.

The negotiations for a treaty with Tibet were concluded at Calcutta on April 16. Cheng, the Chinese Commissioner, left immediately on his return to China. The Tibetan representatives returned via Darjiling. They are taking back with them machinery for printing and weaving, and implements for repairing clocks and watches with which they hope to start industries in their own country. It is also reported that the Chinese intend to establish waterworks at Lhasa.

Mons. Dufour, a French scientist, has succeeded in making thermometer tubes of pure quartz. Not only are these tubes exceedingly transparent, but their resistance to heat and other advantages make them superior to glass for thermometers intended to measure high temperatures. In such thermometers melted tin takes the place of mercury, and the scale reads from about 465 degrees Fahrenheit up to over 1,000 degrees. It could be run up to 1,800 degrees, for quartz does not soften below that temperature.

In an action for libel against the "Sydney Bulletin," the judge gave a verdict for 40s. for the plaintiff, a Mr. R., and urged that the paper must apologise to Mr. R. for saying that he was "sacked" from the Government Service. Mr. R.'s own account of how he came to leave is, "I was called into a small room and told by some persons that I was to leave the office at once, and not come near it till requested." "That," the "Bulletin" says, in reporting the case, "was in 1889, and he has not been requested to come since. Since this paper doesn't wish, and never did wish, to hurt Mr. R.'s feelings in any way, it expresses regret for the 'sacked,' and substitutes his own account of how he came to leave the public service."

## SUPREME COURT.

Tuesday, 26th May.

## IN CRIMINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PIGOTT).

## THE HILLSDALE MURDER.

The trial of the three Chinese for the murder of three compatriots near Shatin in December 1904 was resumed.

The informer Chan Yau was recalled and was questioned as to the position of the bodies.

By the afternoon the case for the prosecution was concluded.

Hon. Dr. Ho Kai then indicated what the defence would be and that he would call witnesses to speak as to the movements of the accused at the time in question. He described the case for the prosecution as unsatisfactory and full of improbabilities.

Hearing adjourned.

## IN SUMMARY JURISDICTION.

BEFORE HIS HON. MR. H. H. J. GOMPERTZ (ACTING PRINCIPAL JUDGE).

## A COMPROMISE CLAIM.

Ku A Him claimed from Henriquez Cruz the sum of \$899.47 due to him as commission while compromisor to the defendant, who counter-claimed for \$1,000 for salary to the staff paid by H. Cruz in a legal action. Mr. C. F. Dixon, of Messrs Hastings and Hastings, appeared for the plaintiff and Mr. Morrell for the defendant.

Mr. Dixon said the other side admitted two of the items and plaintiff was willing to pay all that he was liable for with regard to the Chinese staff. The counter claim had not been put in until after defendant had been served with the writ, and part of the claim was for alleged advance in 78 bags of sugar guaranteed by the compromisor.

Evidence was called, and His Honour reserved his decision.

## TRAM FARES.

The position now is that poor Chinese travelling second class over one section only pay exactly the same fare as the first class passenger. Those who get on a tram for the short journey, therefore, may as well get in the first class seats. If our Chinese contemporaries note this, the management will soon have to adopt the more consistent tariff recommended in a recent issue.

## LATEST STEAMER MOVEMENTS.

The I.G.M. str. *P. E. Friedrich* which left here on Wednesday, the 21st inst., at noon, arrived at Singapore on Sunday, the 24th inst., at 4 p.m.

The C.P.R. str. *London* arrived Yokohama at 6 p.m. on Sunday, the 24th inst., and left again at noon Monday for Kobe, where she is due to arrive at 5 a.m. to-day.

The C.P.R. str. *Glen* arrived Nagasaki at 8.30 a.m. on Tuesday, the 26th inst., and left again at 6 p.m. same day for Kobe, where she is due to arrive at 5 a.m. to-morrow.



April 24th.

The repression of crime in this country is the difficult problem which the Government has been called upon to solve without further delay. Just think that since the beginning of the year no fewer than one hundred atrocious murders have been committed in Paris. This number is officially confirmed. What the authorities do to rid the capital of a

messages of passing vessels. Sand K. addition, is prepared to transmit and messages to and from passing vessels at by flashlight signals (Morse Code). In the last fiscal year 27,876 vessels were reported to the agents and owners.

A circular in these terms, signed by L. Moore, Chief U. S. Weather Bureau, forwarded by Mr. Consul Wilder, reached yesterday.

The Straits Times of May 16th says:—

at the present juncture because it appears as though just now the voice of the sane balanced legal reformer may make itself heard in the Legislative Council. The legal member is we believe, an advocate of reform which we would compass; and we will signalise his secession by making an effect to bring it about. There are no Ordinance for a long time past, and an Ordinance has been introduced sections, simply declaratory measure, conferring on tribunals the diverse-jurisdiction Courts in England under the Divorce Bill would be all that is necessary. We therefore, that something may now be done to bring the Colony into line with civilisation this particular, and to put an end to a state of things which constitutes a scandal of a peccable nature.

tion," until they are actually handed over to their owners. Practically, we have to face a million tons less of constructive work on the wharves on hand 3 year ago. Even at the end of ordinary cargo from the registration of 23,500,000, it really represents much larger sum withdrawn from production industry. Lloyd's gives the merchant tonnage under construction on March 1 as 847,560 tons against 1,306,037 tons at the same date last year. It has 141,000 tons in the very quarter in which, for three previous years shippers' complaints, books were most extensively replenished. Of the state of the early months of 1905 it is observed for this year a death. No such a occurred in 20 years. These figures are for merchant ships only; of warships the 173,193 tons under construction at private

Hongkong, 23rd May, 1908

Yarrow's employed 1200 hands at Poplar and paid them £2,400 a week in wages. "A serious situation for the Isle of Dogs," he remarked then.

Mr. Yarrow, who was on the point of departure for Glasgow, expressed his regret in being compelled to leave the Thames, "but what else can we do?" he asked. "After years' work on the Thames we find it very dry as to remain here any longer. The production is fully 124 per cent. lower on Clyde than on the Thames. Wages are lower, and the cost of carriage beyond all the materials are to hand, and above and beyond all that the northern works are better than the southern. I am not referring to the artisan. This applies to the heavy departments as well."

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## FLÜTES

## PICCOLOS

OF ALL KINDS

Hongkong, 22nd May, 1908

THE BLUE RIBBON OF  
THE PEIHO

There used to be a pool for the benefit of the captain of the first steamer to reach the Bu but this custom has been dropped. However the first ship up generally takes away a full valuable cargo, and no doubt the five hundred dollars presented to the captain by the Customs of Tientsin will be quite needless to remind of the year when he stole a march on Garman.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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Telegraphic Address: PAPER, CABLE, 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND PECHOW.

THE Company's Steamship

"HAIKUN."

Captain Evans, will be despatched for the above Ports on FRIDAY, the 29th inst., at 11 A.M.

For Freight or Passage, apply to DOUGLAS, LAPELLE & Co., General Managers.

Hongkong, 27th May, 1908. 892

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"OCEANO."

will be despatched for the above Port on or about THURSDAY, the 25th June.

For Freight apply to ARNOLD KARBURG & Co., Agents.

Hongkong, 27th May, 1908. 893

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"POOKANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 25th May, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected by us.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 26th May, 1908. 16

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI, SHANGHAI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 26th May, 1908. 8

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"SURUGA."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd June, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 30th June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd June, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 26th May, 1908. 891

WANTED.

A Situation by a Competent European BOOK-KEEPER and General Office ASSISTANT.

No objection to Out Ports.

Address: Care of "Daily Press" Office.

Hongkong, 21st May, 1908. 873

THEATRE ROYAL.

GRAND FAREWELL PERFORMANCE

TWO NIGHTS ONLY

2ND AND 3RD JUNE, 1908.

MAURICE E. BANDMANN

Presents

HENRY DALLAS

AND

THE BANDMANN OPERA CO.

On their return to Calcutta.

TUESDAY, 2nd June.

THE MERRY WIDOW

(Die Lustige Witwe).

PRICES

83, 82 and 81.

Booking at Messrs. S. MOUTRIE & Co., Ltd.

Hongkong, 21st May, 1908. 878

## NOTICES OF FIRMS

## NOTICE.

OUR Old Pilot and Runner KWOK LIN (郭連) who joined Our Service in 1883, CEASED to be Employed by us on the 18th May, 1908.

His SHARES in the Company (WING KEE & Co.), valued at \$500.00 (Five hundred dollars), have been TAKEN UP by us, and from henceforth he shall have no connection whatever with our Company.

WING KEE & Co., Coal Merchants, Stevedores, &c., Nos. 47, 48, 49, Connaught Road Central, Hongkong, 26th May, 1908. 890

## NOTICE.

K WONG WOO, Jeweller, Etc., of 68, Queen's Road Central, begs to inform the General Public that he has never heretofore acted as Guarantor for any person or persons and should such be done in future the documents must inevitably bear the Signature of his Sole Representative Mr. CHEUNG KING SON.

Hongkong, 9th April, 1908. 821

## PUBLIC COMPANIES

A. S. WATSON &amp; CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ANNUAL ORDINARY GENERAL MEETING of the Company (since its Registration) will be held at the Offices of the Company in Alexandra Buildings, on SATURDAY, the 30th instant, at 2 P.M., for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1907.

THE REGISTER OF SHARES will be CLOSED from MONDAY, the 25th inst., to MONDAY, 1st June, both days inclusive, during which period no transfer of Shares will be Registered.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 20th May, 1908. 871

WATKINS' LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINTH ORDINARY ANNUAL MEETING of Shareholders will be held at the Company's Office, Watkins' Building, No. 31, Queen's Road Central, on SATURDAY, the 30th May, 1908, at 2 P.M. for the purpose of receiving the Report of the General Managers with a Statement of Accounts to 31st December, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd to the 30th May, both days inclusive.

G. WATKINS, CHAN A. FOK, General Managers.

Hongkong, 14th May, 1908. 842

## INTIMATIONS

NOW

ONE WEEK ONLY.

RUINOUS PRICES

HOOSAIN-ALI &amp; Co.,

25, Queen's Road Central,

Under Hongkong Hotel.

Hongkong, 26th May, 1908. 651

DAVID COBSAR &amp; SON'S

NAVY BOILED LONG FLAX RELIANCE CROWN TACKLING

ARNOLD, KARBURG & Co. Sole Agents.

994

## COLD STORAGE.

THE Hongkong Ice Company, Ltd., have now 10,000 Cubic Feet of Cold storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong 1st April, 1908. 43

## SINGON &amp; CO.

IRON STEEL, METAL AND HARDWARE. WHOLESALE AND RETAIL IRONMONGERS, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. 660

## DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY. 33, QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907. 477

SIEN TING.

SURGEON DENTIST. No. 10, D'AGUILAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 21st Sept. 1905. 575

ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

日曆英中甲子

From 1st JANUARY, 1864 to 31st DECEMBER, 1913, BEING FROM THE 1st YEAR OF THE 70TH CYCLE TO THE 50TH YEAR OF THE 70TH CYCLE THAT IS THE 3RD YEAR OF TUNG CHI TO THE 39TH YEAR OF KWONG SUI.

PRICE 25 CASH

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

Hongkong, 21st May, 1908. 878

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, On FRIDAY, the 29th May 1908, at 5 P.M., the Yacht "MARY AND JOAN"

Belonging to the Estate of the late Mr. A. H. BENTIN, as above, now lying off Ah. King's Yard, Wanchoi, together with all Sails, Tackle and Appurtenances on board.

Terms: As usual.

For further particulars apply to HUGHES & HOUGH, Auctioneers.

Hongkong, 21st May, 1908. 877

## IMPORTANT AUCTION

## OF THE STEAMSHIP

## "OHIO"

MESSES. WHYMARR & THOMPSON have been favoured with instructions to sell by Public Auction, At the KOWLOON ROOMS, No. 72, Kwo-Machi, Kobe,

on THURSDAY, June 11th, at 11.45 A.M., The Handy Passenger and Cargo Steamer—

"OHIO" (formerly "OHIO 17")

As she lies moored alongside together with all her Appurtenances, Anchors, Chains, Gear, &c., &c.

Built of Iron in 1886: Gross Tonnage 1019; Net Register, 554 Tons; Cubic Cargo Capacity, 1000 Tons; Dead Weight, 900 Tons; Bunkers, 200 Tons; Length, 224' 8"; Breadth, 32'; Depth of Hold 14' 6"; Draft fully laden 14' 6"; in Ballast, 9'; No. of Holds, 2; Hatches, 2; 20' by 10' and 14' by 10'; Passengers, 27

First Class, 18 Second Class, 250 Stowage; Bulkheads, 4; Water Ballast, 85 Tons; Wooden Decks; Triple Expansion Engines amidships; 133 Nominal Horse Power; Cylinders, 19' 30" and 50"; Stroke, 36"; Single Ended Boilers renewed in 1898; Working Pressure, 150 lbs.; Speed, 10 Knots; Coal Consumption, 15 Tons; Donkey Engine and Boiler and 2 Steam Winches; Ample Saloon Equipment for Passengers, &c., &c.

For any other Particulars, apply to THE AUCTIONEERS, 72, Kwo-Machi, Kobe, Japan.

Kobe, May 8th, 1908. 872

## PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. PURCHARD LOWTHER & Co. to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On an early date in JUNE at H.M.'s Naval Yard Extension.

A LARGE QUANTITY OF SUPPLIES, MATERIAL, PLANT, ROD IRON, &c. Catalogues and further particulars will be issued.

On View from This Date.

TERMS—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 20th May, 1908. 873

## FOR SALE

## FOR SALE.

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price.

PERCY SMITH & SETH, Accountants & Auditors, &c., No. 5, Queen's Road Central.

Hongkong, 16th May, 1908. 853

## FOR SALE.

COLLECTIONS OF USED POSTAGE STAMPS.

3,000 all different for ... \$35

2,000 do. ... \$35

1,500 do. ... \$25

1,000 do. ... \$10

ARTISTIC PICTORIAL POSTCARDS, MECHANICAL ANIMALS, STAMP, POSTCARD AND BIRTHDAY ALBUMS, And all Other Philatelic Goods.

GRACA & Co., Hongkong Hotel Corridor.

Hongkong, 9th May, 1908. 645

## THE

## DIRECTOR AND CHRONICLE

## FOR 1908

## IS

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Hongkong, 15th February, 1908. 883

## STORAGE

## FOR COAL, TIMBER, &amp;c.

TO BE LET, A Portion of MARINE LOT No. 235 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE, Portions of MARINE LOTS Nos. 31 & 32 on PRAYA EAST, approximate AREA 43,000 SQUARE FEET, 300 YEARS' LEASE. For Particulars, apply—

GEO. FENWICK & Co., Ltd. Hongkong, 8th June, 1908. 84

## TO LET

## TO LET.

NO. 2 CHANCERY LANE, Six-Roomed House, Electric Lights, Put in thorough repair. With immediate possession.

Apply to—PERCY SMITH & SETH, Accountants & Auditors, &c., 5, Queen's Road Central.

Hongkong, 19th May, 1908. 854

## TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground. A HOUSE in HUPON TERRACE, No. 10, DES VUEX ROAD CENTRAL, 1st floor.

"HATHERLEIGH," Conduit Road, OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BLOW BUILDINGS and No. 16B, Des Vaux Road, next to the HONGKONG HOTEL.

PLATS in MORRISON TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 11th May, 1908. 86

## TO LET

## TO LET.

OFFICES in HOTEL MANSIONS.

Apply to—HENRY HUMPHREYS, Alexandra Buildings, 785

Hongkong, 1st May, 1908.

## TO LET.

FINEST Class European Houses, Lochiel Terrace and Humphreys Avenue, Kowloon.

Apply to—TAM TSE KONG, Agent of Hip On Insurance, Exchange and Loan Co., Ltd., 42, Bonham Strand, West Hongkong, 1st October, 1907. 84

## TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.

No. 1, COLLEGE GARDENS, Furnished. For 5 or 6 Months, cheap rental.

OFFICES in Bank Buildings, Top Floor. From 1st July, 1908.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor). OFFICES in Queen's Road Central.

BELLIOS TERRACE HOUSES, ROBINSON ROAD.

No. 3, DUDDELL STREET Shop.

No. 2, DES VUEX VILLAS (FRANK). No. 57, PRAYA GRANDE, Macao.

Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 5th May, 1908. 89

## TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to—YEE SANG FAT & CO. Same address.

Hongkong, 25th January, 1907. 270

## TO LET.

4 and 5-ROOMED HOUSES in Kowloon.

COMMODOUS SHOP in Des Vaux Road Central, Hongkong. Immediate possession. Moderate rental.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD. Hongkong, 2nd April, 1908. 646

## TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON.

No. 3, CANTON VILLAS.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st May, 1908. 85

## TO LET.

FIRST FLOOR of No. 6, Queen's Road Central, comprising Six Large Rooms and Outhouses suitable for business. Premises or Dwellings, now occupied by FRED. BORNEHART.

Apply to—DAVID SASSOON & Co. Ltd. Hongkong, 7th April, 1908. 86

## TO LET

FROM 1st MAY.

KOWLOON MARINE LOT 43, Yau-mat, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD. Hongkong, 18th January, 1908. 221

## TO LET.

12, ARBUTHNOT ROAD—6 Rooms.

Apply to—E. A. & C. F. DE CARVALHO, 14, Arbuthnot Road.

Hongkong, 25th April, 1908. 762

## TO LET.

IMMEDIATE POSSESSION.

GODOWN at Davies Street, Kennedy Town, lately occupied by the STANDARD OIL COMPANY.

Apply to—CHATER & MODY, Hongkong, 24th March, 1908. 602

## TO LET.

NO. 37, 31 and 33, SEYMOUR ROAD, No. 61, CAINE ROAD.

Apply to—SAM WANG CO., LTD., 81, Queen's Road Central.

Hongkong, 22nd April, 1908. 80

## TO LET.

GODOWN, No. 54, DUDDELL STREET.



## NOTICES TO CONSIGNEES

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"CHINA" having arrived, Consignees of Cargo are hereby informed that Goods will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 30th inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 30th inst. will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 23rd May, 1908.

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th proximo, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 12 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 23rd May, 1908.

## S.S. "TONKIN,"

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from Havre or s.s. "Charente," from Bordeaux or s.s. "Ville de Bordeaux" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 1st June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st June, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 1st June, at 3 P.M.

No Fire Insurance has been effected.

Hongkong, 25th May, 1908.

P. MALIN, Acting Agent.

## INSURANCES

THE GLORUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ &amp; Co.,

Hongkong, 13th August 1908.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN &amp; CO., Agents.

Hongkong, 21st April, 1897.

NORTH BRITISH AND MEROAN TILE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1905

£17,887,119.

I. AUTHORIZED CAPITAL... £3,000,000

SUBSCRIBED CAPITAL... £250,000

PAID-UP CAPITAL... £87,500 0

I. FIRM FUNDS... £3,836,720 19 8

The Undersigned, AGENTS for the above

Company, are prepared to ACCEPT RISKS

against FIRE at Current Rates.

SHEWAN, TOMES &amp; CO., Agents.

Hongkong, 27th April, 1907.

1146

SANG MOW.

BATTAN AND GRASS

FURNITURE MAKER.

CHAIRS, TABLES, SETTEES &amp; LONG CHAIRS.

BAMBOO BLINDS, MATTINGS

in all colours on Sale.

All Orders receive prompt attention.

39A, QUEEN'S ROAD CENTRAL,

HONGKONG.

Hongkong, 20th February, 1908.

401

THORNE'S

OLD VAT

PER CASE

\$15

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE

OF GREENOCK WHO HAS BEEN GOLDAS N°1 SINCE 1831

SCOTCH WHISKY.

SOLE AGENTS IN

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As Suppliers to the House of Commons.

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APIOLINE

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SAFE

REMEDY

For functional troubles, delay, pain

and those irregularities peculiar

to the sex.

Prescribed by the highest French

Medical authorities and superior to

Tansy, steel Drops and Penny royal.

CHAPOTEAUT, 8, rue Vivienne, Paris.

Sold by all Chemists.

116

THE NEW FRENCH REMEDY

TRADE MARK

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## WESTERN EDUCATION AND EASTERN MORALS.

On Good Friday, the day which all the Churches of the West devote to the commemoration of the great cardinal fact of their common faith, it seems not inappropriate to consider a problem that is beginning to press with growing insistence upon the civilisation which that faith profoundly leaves. What is the action of the civilisation of the West upon the religions and the morals of the peoples of the East? What developments does that action suggest as not impossible amongst ourselves? In the East the problem is imminent, for East and West are now brought into closer touch in the domain of belief and of ethics than at any period since the speculations of Averroes penetrated the Courts and the schools of Europe from Palermo to Oxford. The nations of Europe with dominions in Asia, ourselves at their head, have undertaken to introduce European learning amongst their Asiatic fellow-subjects. One great Asiatic State, by a fast without compare in the history of mankind, has appropriated the whole body of Western knowledge of the material universe, and in its public relations it has also taken over from us the more essential of our views of right and wrong. Reformers in other Oriental lands seek more or less earnestly to imitate the example of Japan, and all of them regard the acquisition of European learning as the indispensable means to the achievement of their ambitions. But, while we impart our learning to the East, we cannot impart to them, and they will not accept from us, our civilisation as a whole. For many factors of which stand prominent in our traditional Christianity and our growing knowledge of those laws which regulate the physical universe. It is the compound in varying proportions of the two which mainly determines the moral character and the habits of thought that give our civilisation its distinctive stamp. We inculcate the mind of the East with the one element, it is not receptive of the other. We have to do with a mind which such make-shifts as we try to give it, in some passages of singular weight and pregnancy, to the anxiety which the result of this one-sided initiation of the youthful Eastern mind into European thought has long caused the more philosophic of our Oriental statesmen. He speaks primarily of the phenomenon as it presents itself in Egypt, but there is plenty of evidence to show that it exists in slightly different shape wherever European instruction is suddenly poured in upon the immature minds of Asiatic students. Sir Alfred Lyall has pushed the point some acute and suggestive observations upon it, in the form in which he and others of our Indian administrators have observed it amongst the races whom they have ruled. French statesmen have noted it with concern in the French colonies and dependencies, and our well-informed correspondents in China have often drawn attention to its rapid development in the Far East, and to the social and political dangers which it seems to threaten there.

Lord Cromer describes the religious and moral effects of European instruction upon the young Egyptian Moslem very briefly. It destroys the inherited religion and its substitutes nothing for that which it destroys. "He loses his Islamism, or, at all events, the best part of it. He outgrows himself from the sheet-anchor of his creed. He no longer believes that he is always in the presence of his Creator, to whom he will some day have to render an account of his action." He despises and hates the religion which he has cast aside, and with that religion goes the only effective moral restraint upon him. "Cynical self-interest" becomes to him the sole guide of life and conduct. In India it is to be feared that the first fruits of European learning are very similar. The ordinary run of natives who have imbibed European ideas of proof as applied to the material universe find these ideas to be incompatible with fundamental principles of their ancestral religions. The effect of the European study of the positive achievements of European progress is even more disastrous upon the Hindu and upon their emotional nature than it is upon the monotheistic faith and the sturdier character of the Mohammedans. But Hindu and Mohammedans alike tend to become sceptics intellectually, though, partly from social and family reasons, and partly from mental habits which may continue to exercise over them a sway of which they are themselves unconscious, they do not often repudiate publicly the creeds in which they are brought up. Everywhere the shock to the old beliefs, everywhere the rapid spread of crude materialism amongst the young men of their communities, and Hindus and Mohammedans have both complained within recent years that European education is undermining amongst their people some of the virtues they most highly prize. The great faiths of the East teach devotion to family, chastity amongst women, respect for the aged and love for parents, and these are habits of inestimable value to the community and to the State. They may be said that, in the case of some of these creeds, at least as they are taught to the masses and are practised by them, their lessons are contaminated by much that is depraved and degrading. That, no doubt, is true, but even in their lowest forms these faiths afford to many millions of human beings binding ayams of social relationship and definite guidance for conduct. To sap the systems and to impair the authority of the guiding creeds, without the command of better and more effective influences to put in their place, is plainly to imperil the foundations of that social life of which the State is the guardian. Some even of these moral ideals which appeal least to the mind and to the feelings of the modern European may not be without their uses, in the eyes of the statesman, amongst the races which honour them. No example is held in greater reverence by the chief rulers of the East than the ideal of self-sacrifice. There are few which are more alien to the modern West. The spread of European thought tends to bring it into contempt. Can it be brought into contempt without removing a real restraint upon wild passions for which we have no bridle but the criminal law?

It must be borne in mind, in the examination of this whole problem, that there is a profound difference between the state of mind of the European who has given up the dogmatic beliefs of his forefathers and that of the Asiatic student who has taken the same fateful step. The European still clings to those portions of the Christian code of moral which most directly affect his conduct by its own action. He is persuaded on all sides by its own action, and by traditions which spring from that code, and he retains in every fibre of his nature its own action and feelings which survive from his Christian inheritance, and which, in-laid, in a small degree survive from the yet older civilisations that Christianity absorbed and transformed. The upper classes of the Japanese have found a somewhat similar

preservative against the subversive moral effects of a renunciation of their traditional creed in their not less traditional system of honour and of chivalrous duties. But with the members of other Asiatic races, the moral disorganisation caused by the rejection of their ancestral religions is usually complete. They have thrown overboard the only compass which they possessed, and there is nothing henceforth to direct them on their course. Appetite and interest are almost the sole motives which actuate them, and able, cultivated, and influential classes whom appetite and interest guide are a manifest danger to their fellows and to the State. There are the powerful forces which tend to moderate the immediate manifestation in their extreme logical consequences of any new theories of life and morals amongst ordinary men, and which for that reason also tend to obscure the practical consequences of such theories in the early stages of their growth. Habit is a conservative force of immense power in the midst, and still more in the actions, of all societies, and it is a force of which we do not perhaps always appreciate the value as a safeguard in periods of such rapid revolutionary change. To what extent it may be trusted as such a safeguard amongst different Oriental peoples is a question which many of those who know them most intimately would be the last to answer with confidence. On the Europeanised Moslem of Egypt it would seem to have but little hold, and it is remarkable that nowhere in the East is the "reform" party more subversive than amongst the Chinese, with whom the traditional system of morality appears to depend more largely upon habit, apart from supernatural sanctions, than in any other highly civilised community which the world has ever known. Lord Cromer, on the other hand, seems to place great trust in it. In a passage of deep interest, he suggests that the habit of respect for Christian morals is so deep-rooted in the mind of the West that no "moral cataclysm" need be anticipated, should the authority of the supernatural beliefs which have moulded those morals be gradually relaxed. That may be a reasonable opinion, but it scarcely touches the real problem which he has stated. That problem is whether the code of Christian morality on which European civilisation is based can be "disassociated from the teaching of the Christian religion." Time only, and a distant time, can give the full answers by proof that are demonstrative. But this, at least, would seem to be certain—that should such a change in the roots of European civilisation take place, it cannot but profoundly affect the whole structure of the organism. The fruit may still be gathered, but it cannot be the same fruit. Civilisations may flourish, as they flourish in the older civilisations before Christianity appeared, though these, too, had their spiritual bonds, while the peoples which accepted them were not penetrated by the rigorous individualism which Christianity has helped at once to develop and to restrain. But other virtues, some of them of great social value, must inevitably pine away, and the quality of those which survived would be different from what it is. There might not be a cataclysm, there must be a process of transformation which must be a process of degeneration as a process of decay, and to which statesmen must need look forward with the deepest apprehension.—The Times.

## BOMB THROWERS' TRIAL.

## DRAMATIC SCENES.

Complications have arisen in the Rulltrial before Valls, who accused Rull's mother of having thrown the bomb in Boqueria-street, Barcelona, was attacked by unknown men with a revolver. Valls, warned of the attack, and the men took to flight before the arrival of the police. Before Doral and Ferris, the prosecutors, are manœuvred and policy guard their houses and escort them in their daily rounds. Señor Marto, Rull's counsel, declared, and at great sensation among the public present, that his client told him that the bombs in Boqueria were paid for by Ferrer, one of the culprits in the Calle Mayor outrage, and that the material author was a man called El Lampista. He also declared that, despite the negative position of the Duke de Biron, Rull advised the Duke of the outrage contemplated against the King and Queen in the Calle Mayor. All these statements produced an enormous impression, and may give rise to a new inquiry and retrial. After the adjournment, counsel for the defence spoke to the prisoners. Ferris said he was innocent. Barquet swore he had spoken the truth. Ferris and Trilla said the same. Joaquin Rull said his brother could not carry the bomb in a basket, for the bomb, according to the evidence, was larger than the basket. Hermonigildo Rull observed that he demanded justice and nothing more. Juan Rull asked to see the prisoners. Ferris said he was innocent. Barquet swore he had spoken the truth. Ferris and Trilla said the same. Joaquin Rull said his brother could not carry the bomb in a basket, for the bomb, according to the evidence, was larger than the basket. Hermonigildo Rull observed that he demanded justice and nothing more. Juan Rull asked to see the prisoners. Ferris said he was innocent. Barquet swore he had spoken the truth. Ferris and Trilla said the same. 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SHIPPING.

**ARRIVALS.**  
**CHONGHING**, British str., 26th May, Canton.  
**CHUYEN**, Chinese str., 1,177, C. Stewart, 25th May, Shanghai 23rd May, General—Chinese.  
**COURTIER**, British str., 4,897, John Wiseman, 25th May—Moi 20th May, Coal—Mitsui Bussan Kaisha.  
**DRUPAR**, Norwegian str., 1,102, J. Bing, 26th May—Bangkok 18th May, Rice—Batterfield & Swire.  
**HANGKONG**, British str., 1,356, S. Wilda, 26th May—Shanghai and Swatow 25th May, General—Jardine, Matheson & Co.  
**HONGKONG**, British str., 25th May—Canton.  
**IMAKA**, German str., 26th May—Canton.  
**JACOB**, Dutch steamer, 1,537, E. Udale, 26th May—Haiphong and Hoihow 23rd May, Rice—Jensen & Co.  
**KIANPING**, Chinese str., 1,222, H. Uddih, 26th May—Chinkiang 20th May, General—Chinese.  
**KUOKANG**, British str., 1,228, H. A. Wavell, 26th May—Shanghai 23rd May, General—Batterfield & Swire.  
**LOYAL**, German str., 1,237, Fr. Natzius, 25th May—Canton 18th May, Coal—Sauder, Wieler & Co.  
**MARIE**, German str., 1,169, E. E. Christensen, 26th May—Salina Cruz 20th April, Ballast—China Commercial Steamship Co.  
**MATHILDE**, German str., 831, A. P. Uldarup, 25th May—Haiphong and Hoihow 24th May, Rice and General—Jensen & Co.  
**MERRAP**, Dutch steamer, 1,537, E. Udale, 26th May—Singapore 18th May, General—Chinese.  
**MYRTLENE**, British str., 1,620, Leighton, 26th May—Moi 20th May, Coal—Dodwell & Co.  
**SEITA**, German str., 996, Dealer, 25th May—Newchwang and Chefoo 19th May, Beans and General—Chinese.  
**SHAWMUT**, American str., 6,195, E. V. Roberts, 26th May—Seattle via Manila 24th May, General—Dodwell & Co.  
**SHOSHU MARU**, Japanese str., 999, M. Nomoto, 26th May—Shanghai via Ports 23rd May, General—Osaka Shosen Kaisha.  
**SURUGA**, British str., 2,240, Shuib, 25th May—New York 5th April, and Singapore 18th May, General—Dodwell & Co.

**CLEARANCES**  
**AT THE HARBOR MASTER'S OFFICE.**  
 26th May.  
**Borneo**, German str., for Sandakan.  
**Chongking**, British str., for Swatow.  
**Fukuhara Maru**, Japanese str., for Swatow.  
**Hongkong**, British str., for Shanghai.  
**Itatachi Maru**, Japanese str., for Singapore.  
**Seila**, German str., for Saigon.  
**Shanghai**, German str., for Saigon.  
**Springsburg**, British str., for Shanghai.  
**Suruga**, British str., for Shanghai.

**DEPARTURES.**  
 26th May.  
**TONKIN**, French str., for Shanghai.  
**AXI MARU**, Jap. str., for Keelung and Seattle.  
**CHUYEN**, Chinese str., for Canton.  
**HAITAN**, British str., for Canton.  
**KAIPOONG**, British str., for Canton.  
**KUOKANG**, British str., for Canton.  
**LIGHTNING**, British str., for Canton.  
**MERPOO**, Chinese str., for Shanghai.  
**SINOAN**, British str., for Hoihow.  
**SUI MOW**, German str., for Singapore.  
**TAMING**, British str., for Manila.  
**YABBA**, French str., for Europe, &c.

**SHIPPING REPORTS.**  
 The British str. *Myrtlede* reports: Light to fresh North Easterly winds and fine clear weather throughout.  
 The German str. *Semla* reports: From Chefoo to Turnabout, Southerly winds and continual fog. Turnabout to Hongkong, Northerly winds, fair weather.

**VESSLS IN DOCK.**  
 May 26th.  
**ABERDEEN DOCKS.**—*Sorsogon*, *Victoria*, *Thame*, *Taiyuan*, *Kiangtung*, *Lin Tan*, *H.M.S. Otter*.  
**COSMOPOLITAN DOCKS.**—*Sabine*, *Richmers*.

**VESSLS ON THE BERTH**  
**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**  
 For SYDNEY AND MELBOURNE.  
 Calling at Timor, Port Darwin, and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.  
**THE Steamship**  
 "EASTERN."  
 Captain McArthur, will be despatched as above TO-MORROW, 28th inst., at Noon.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light & Stowage and a duly qualified Surgeon are aboard.  
 N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO., Agents.**  
 Hongkong, 5th May, 1908. 803

**REGULAR STEAMSHIP SERVICE**  
 WITH LIBERTY TO CALL AT MALACCA (COAST).  
 Proposed sailings from Hongkong.  
 For BOSTON AND NEW YORK.  
 S.S. "GAZEE" ... 6th June.  
 For Freight and further information, apply to  
**DODWELL & CO., LTD., Agents.**  
 Hongkong, 21st May, 1908. 672

**CHINA COMMERCIAL S.S. CO., LTD.**  
**NOTICE.**  
 For SALINA CRUZ, MEXICO.  
**THE Steamship**  
 "MARIE."  
 Captain G. E. Christensen, will be despatched for the above Ports via MOJI, JAPAN, on THURSDAY, the 11th June, at 5 p.m.  
 For Freight or Passage, apply to  
**CHINA COMMERCIAL S.S. CO., LTD., Hotel Mansions.**  
 Hongkong, 5th May, 1908. 804

VESSLS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

| SECTIONS.                                       |                  |  |       |                                  |                       |                                  |
|---|------------------|--|-------|----------------------------------|-----------------------|----------------------------------|
| 1 From Green Island to the Harbour Master's     |                  | 2 From Harbour Master's to Blake Pier. |       | 3 From Blake Pier to Naval Yard. |                       | 4 From Naval Yard to East Point. |
| DESTINATION                                     | VESSLS' NAMES    | FLAG & REG.                            | BERTH | CAPTAIN                          | FOR FREIGHT APPLY TO  | TO BE DESPATCHED                 |
| LONDON & ANTWERP VIA SUEZ CANAL                 | DELTA            | Brit. str.                             | 1     | B. W. Snow                       | P. & O. S. N. Co.     | On 30th inst., at Noon.          |
| LONDON & ANTWERP VIA SUEZ CANAL                 | SUMATRA          | Brit. str.                             | 1     | E. W. Bruce                      | P. & O. S. N. Co.     | About 25th June.                 |
| LONDON & ANTWERP                                | GARDIANSHIRE     | Brit. str.                             | 1     | W. Haughton                      | MCGREGOR BROS. & GOW  | On 15th June.                    |
| HAVE & HAMBURG VIA STRAITS, &c.                 | SCANDIA          | Ger. str.                              | k.w.  | J. J. Johnson                    | SHEWAN, TOMES & CO.   | About 22nd June.                 |
| HAVE & HAMBURG VIA STRAITS, &c.                 | DORTMUND         | Ger. str.                              | k.w.  | Melchior                         | HAMBURG-AMERICA LINE  | On 15th June.                    |
| MARSEILLES, ROTTERDAM & HAMBURG &c.             | BRISAVIA         | Ger. str.                              | k.w.  | Girard                           | HAMBURG-AMERICA LINE  | On 12th July.                    |
| MARSEILLES, ANTWERP, BREMEN & HAMBURG           | SPONTIA          | Ger. str.                              | k.w.  | Bremer                           | HAMBURG-AMERICA LINE  | On 28th June.                    |
| MARSEILLES, HAVRE COPENHAGEN, &c.               | ENHET SIMONS     | Fr. str.                               | 1     | Girard                           | MESSEGERIES MARITIMES | On 1st June.                     |
| MARSEILLES, &c., VIA PORTS OF CALL              | KANAGAWA MARU    | Jap. str.                              | 1     | N. Ohno                          | MELCHERS & CO.        | Beginning of June.               |
| MARSEILLES, LONDON, & ANTWERP VIA SINGAPORE &c. | BUELOW           | Ger. str.                              | 1     | H. Poernies                      | MELCHERS & CO.        | On 9th June, at 1 p.m.           |
| NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.      | VORONEJ          | Rus. str.                              | 1     |                                  | MELCHERS & CO.        | On 10th June, at 1 p.m.          |
| ODDESSA   | THREE CASTLE     | Am. str.                               | 1     |                                  | MELCHERS & CO.        | On 3rd June, at Noon.            |
| NEW YORK VIA SUEZ CANAL                         | OSCARO           | Brit. str.                             | 1     |                                  | MELCHERS & CO.        | About end of June.               |
| BOSTON & NEW YORK                               | SHAWMUT          | Brit. str.                             | 1     |                                  | MELCHERS & CO.        | To-day, at 5 p.m.                |
| VANCOUVER VIA SHANGHAI JAPAN, &c.               | EMPEROR OF CHINA | Brit. str.                             | 1     |                                  | MELCHERS & CO.        | About 25th June.                 |
| VANCOUVER VIA SHANGHAI JAPAN, &c.               | LENNOX           | Brit. str.                             | 1     |                                  | MELCHERS & CO.        | On 8th June.                     |
| VICTORIA B.C. & TACOMA VIA JAPAN                | SHAWMUT          | Am. str.                               | 1     |                                  | MELCHERS & CO.        | On 4th June, at 4 p.m.           |
| VICTORIA B.C. & SEATTLE, WASH., &c.             | ITO MARU         | Jap. str.                              | 1     |                                  | MELCHERS & CO.        | On 18th June, at Noon.           |
| SALINA CRUZ, MEXICO VIA MOJI & JAPAN            | MARIE            | Brit. str.                             | 1     |                                  | MELCHERS & CO.        | On 6th June.                     |
| AUSTRALIAN PORTS VIA PORT DARWIN                | TAIWAN           | Brit. str.                             | 1     |                                  | MELCHERS & CO.        | On 11th June, at 5 p.m.          |
| AUSTRALIAN PORTS VIA MANILA                     | YAWATA MARU      | Jap. str.                              | 1     |                                  | MELCHERS & CO.        | To-morrow, at Noon.              |
| AUSTRALIAN PORTS VIA MANILA                     | MANILA           | Jap. str.                              | 1     |                                  | MELCHERS & CO.        | To-morrow, at 4 p.m.             |
| AUSTRALIAN PORTS VIA MANILA                     | NIKKO MARU       | Jap. str.                              | 1     |                                  | MELCHERS & CO.        | On 12th June, at Noon.           |
| VLADIVOSTOK                                     | CUBONIA          | Rus. str.                              | 1     |                                  | MELCHERS & CO.        | On 18th June, at 5 p.m.          |
| Kobe and Yokohama                               | SADO MARU        | Jap. str.                              | 1     |                                  | MELCHERS & CO.        | On 10th July, at Noon.           |
| NAGASAKI, KOBÉ & YOKOHAMA                       | NIKKO MARU       | Jap. str.                              | 1     |                                  | MELCHERS & CO.        | About 24th June.                 |
| JAPAN   | TAIWAN           | Brit. str.                             | 1     |                                  | MELCHERS & CO.        | On 20th June, at 1 p.m.          |
| CHINGWANGTAO, JAPAN, AMERICA, &c.               | AMIRAL MAGON     | Fr. str.                               | 1     |                                  | MELCHERS & CO.        | On 10th June, at Noon.           |
| TSINGTAU, NAGASAKI & VLADIVOSTOK                | KOWLOON          | Ger. str.                              | k.w.  |                                  | MELCHERS & CO.        | Quick despatch.                  |
| CHINKIANG                                       | IMAKA            | Brit. str.                             | k.w.  |                                  | MELCHERS & CO.        | On 4th June.                     |
| SHANGHAI  | HONGKONG         | Brit. str.                             | k.w.  |                                  | MELCHERS & CO.        | On 2nd June.                     |
| SHANGHAI, YOKOHAMA, KOBÉ & MOJI                 | TAIWAN           | Jap. str.                              | 1     |                                  | MELCHERS & CO.        | To-morrow.                       |
| SHANGHAI, MOJI & KOBÉ                           | YAWATA MARU      | Jap. str.                              | 1     |                                  | MELCHERS & CO.        | On 29th inst., at Noon.          |
| SHANGHAI VIA SWATOW, AMOY & POOCHOW             | ARCADIA          | Jap. str.                              | 1     |                                  | MELCHERS & CO.        | On 29th inst., at D'light        |
| SHANGHAI  | KUOKANG          | Brit. str.                             | 1     |                                  | MELCHERS & CO.        | To-morrow.                       |
| SHANGHAI, YOKOHAMA & KOBÉ                       | DORTMUND         | Ger. str.                              | k.w.  |                                  | MELCHERS & CO.        | On 29th inst., at Noon.          |
| SHANGHAI, YOKOHAMA & KOBÉ                       | KLEIST           | Ger. str.                              | k.w.  |                                  | MELCHERS & CO.        | On 29th inst., at D'light        |
| SHANGHAI, YOKOHAMA & KOBÉ                       | SIAM             | Dan. str.                              | 1     |                                  | MELCHERS & CO.        | To-morrow.                       |
| SHANGHAI, MOJI, KOBÉ & YOKOHAMA                 | SARDINIA         | Brit. str.                             | 1     |                                  | MELCHERS & CO.        | On 29th inst., at 10 a.m.        |
| SHANGHAI, YOKOHAMA & KOBÉ                       | ISETIA           | Ger. str.                              | k.w.  |                                  | MELCHERS & CO.        | About 28th inst.                 |
| SHANGHAI, KOBÉ & YOKOHAMA                       | POLYNESIA        | Fr. str.                               | 1     |                                  | MELCHERS & CO.        | On 30th inst., at 4 p.m.         |
| SHANGHAI  | TILATAP          | Brit. str.                             | 1     |                                  | MELCHERS & CO.        | On 6th June.                     |
| NINGPO & SHANGHAI                               | NINGPO           | Jap. str.                              | 1     |                                  | MELCHERS & CO.        | About 3rd June.                  |
| TAMSUI VIA SWATOW & AMOY                        | JOSEPH MARU      | Brit. str.                             | 1     |                                  | MELCHERS & CO.        | End of May.                      |
| SWATOW, AMOY & POOCHOW                          | HAIMON           | Brit. str.                             | 1     |                                  | MELCHERS & CO.        | About 5th June.                  |
| HOIHOW & HAIPHONG                               | HUPPE            | Brit. str.                             | 1     |                                  | MELCHERS & CO.        | About 8th June.                  |
| MANILA  | YUENANG          | Brit. str.                             | 1     |                                  | MELCHERS & CO.        | Quick despatch.                  |
| MANILA  | ZAFIRO           | Brit. str.                             | 1     |                                  | MELCHERS & CO.        | On 29th inst., at 4 p.m.         |
| MANILA  | TRAN             | Brit. str.                             | 1     |                                  | MELCHERS & CO.        | On 31st inst., at 9 a.m.         |
| MANILA  | LOONGSANG        | Brit. str.                             | 1     |                                  | MELCHERS & CO.        | On 2nd inst., at 11 a.m.         |
| MANILA  | RUBI             | Brit. str.                             | 1     |                                  | MELCHERS & CO.        | On 2nd June, at 9 a.m.           |
| BOMBAY VIA SINGAPORE & COLOMBO                  | MOYORI MARU      | Jap. str.                              | 1     |                                  | MELCHERS & CO.        | On 29th inst., at Noon.          |
| SINGAPORE, PENANG & CALCUTTA                    | KUTSANG          | Brit. str.                             | 1     |                                  | MELCHERS & CO.        | On 2nd June, at 4 p.m.           |
| BATAVIA, CHERIBON, SAMARANG, &c.                | TUPANAS          | Dut. str.                              | 1     |                                  | MELCHERS & CO.        | On 5th June.                     |

**NIPPON YUSEN KAISHA.**  
 (THE JAPAN MAIL STEAMSHIP CO.)  
**PROJECTED SAILINGS FROM HONGKONG—**  
 SUBJECT TO ALTERATION.

| DESTINATIONS.   | STAMERS.                       | SAILING DATES 1908.               |
|---|--------------------------------|-----------------------------------|
| MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, and PORT SAID                  | KANAGAWA MARU, Capt. N. Ohno   | WEDNESDAY, 10th June, at Daylight |
| VICTORIA, B.C. and SEATTLE, WASH., via SHANGHAI, MOJI, KOBÉ, YOKKAICHI, SHIMIDZU and YOKOHAMA | YO MARU, Capt. S. Ishikawa     | TUESDAY, 9th June, at 4 p.m.      |
| SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE                     | YAWATA MARU, Capt. K. Homma    | FRIDAY, 12th June, at Noon        |
| SHANGHAI, MOJI and KOBÉ   | NIKKO MARU, Capt. T. Harrison  | FRIDAY, 10th July, at Noon        |
| KOBÉ and YOKOHAMA   | TAKASAKI MARU, Capt. A. Mooker | THURSDAY, 26th May, at Daylight   |
| BOMBAY via SINGAPORE, and COLOMBO   | SADO MARU, Capt. Geo. Anderson | SATURDAY, 30th May, at Daylight   |
| NAGASAKI, KOBÉ and YOKOHAMA   | MOYORI MARU, Capt. J. Hands    | FRIDAY, 5th June, at Noon         |
|   | NIKKO MARU, Capt. T. Harrison  | WEDNESDAY, 10th June, at Noon     |

\* Calling at Keelung.  
 † Cargo only.  
 ‡ Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.  
 For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

**T. KUSUMOTO,**  
 MANAGER. 356  
 Hongkong, 26th May, 1908.

**EAST ASIATIC CO., LD.**  
 COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.  
**RUSSIAN EAST ASIATIC CO., LD.**  
 ST. PETERSBURG & VLADIVOSTOK.  
**SWEDISH EAST ASIATIC CO., LD.**  
 GOTHENBURG.

**PROJECTED SAILINGS FROM HONGKONG.**  
 SUBJECT TO ALTERATION.

| DESTINATION                                  | STAMERS   | DATE OF SAILING.   |
|--|-----------|--------------------|
| SHANGHAI, YOKOHAMA & KOBÉ                    | "SIAM"    | End of May.        |
| MARSEILLES, HAVRE, COPENHAGEN and GOTHENBURG | "CANTON"  | Beginning of June. |
| VLADIVOSTOK                                  | "CUBONIA" | About 24th June.   |

For Further Particulars, apply to  
**MELCHERS & CO., Agents.**  
 Hongkong, 6th May, 1908.

**MESSAGERIES MARITIMES.**  
**FRENCH MAIL LINES.**  
 FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.  
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

| FOR                       | STAMERS                       | TO SAIL             |
|---------------------------|-------------------------------|---------------------|
| SHANGHAI, KOBÉ & YOKOHAMA | "POLYNESIA" Capt. Broo        | On 8th June, p.m.   |
| MARSEILLES VIA PORTS      | "BERNEST SIMONS" Capt. Girard | On 9th June, 1 p.m. |

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levants, Constantinople and Black Sea. Through Tickets to London, via Paris, from 27/10s. up to 27/10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.  
 For Further Particulars, apply to—  
**P. NALIN, ACTING AGENT,**  
 Queen's Building.  
 Hongkong, 27th May, 1908.

**NORTHERN PACIFIC LINE.**  
**BOSTON STEAMSHIP COMPANY.**  
 CONNECTING AT TACOMA WITH  
**NORTHERN PACIFIC RAILWAY COMPANY.**  
 PROPOSED SAILINGS FROM HONGKONG FOR  
**VICTORIA, B.C. AND TACOMA**  
 VIA  
**MOJI, KOBÉ AND YOKOHAMA.**

| Steamers. | Tons. | Captain.      | Sailing Date.   |
|-----------|-------|---------------|-----------------|
| SHAWMUT   | 9,606 | E. V. Roberts | On 6th June.    |
| TREMONT   | 9,606 | T. W. Garlick | On 1st July.    |
| SUVERIC   | 6,232 | W. Shotton    | On 23rd July.   |
| KUMERIC   | 6,232 | Cowley        | On 18th August. |

‡ Stowage Passengers only.  
 CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.  
 \* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.  
**PARCEL EXPRESS TO THE UNITED STATES & CANADA.**  
 For further information apply to—  
**DODWELL & CO., LIMITED,**  
 GENERAL AGENTS,  
 Queen's Building.  
 Hongkong, 21st May, 1908.

**VESSLS ON THE BERTH**  
**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**  
**STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.**

**THE Steamship**  
 "DELTA."  
 Captain B. W. Snow, carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY, the 30th May, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "VICTORIA," 7,000 tons, from Colombo, past Suez, before departure from Hongkong. Silk and Valuables, all cargo for France and Teo-London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "OSANA," due in London on 12th July, 1908. Parcels will be received at this Office until 4 p.m. the day before sailing. The conditions and value of all packages are required. For further particulars, apply to  
**P. J. ABBOTT,**  
 Acting Superintendent.  
 Hongkong, 18th May, 1908.

**"GLEN" LINE OF STEAMERS.**  
 For LONDON AND ANTWERP VIA SUEZ CANAL.  
**THE Steamship**  
 "GLENHARN."  
 Captain W. Haughton, will be despatched as above on MONDAY, the 15th June.  
 For Freight apply to  
**MCGREGOR BROS. & GOW,**  
 Hongkong, 27th May, 1908. 861

**"SHIRE" LINE OF STEAMERS, LD.**  
 For LONDON AND ANTWERP.  
**THE Steamship**  
 "CARDIGANSHIRE."  
 Will be despatched for the above Ports on or about the 22nd June, 1908.  
 For Freight or Passage, apply to  
**SHEWAN TOMES & CO., Agents.**  
 Hongkong, 19th May, 1908. 865

**THE RUSSIAN VOLUNTEER FLEET**  
 For ODESSA.  
**THE Steamship**  
 "VORONEJ."  
 will leave on or about the end of June.  
 For Freight apply to  
**MELCHERS & CO., Agents.**  
 Hongkong, 21st April, 1908. 748

**NATAL LINE OF STEAMERS**  
**THE Underwritten GENERAL AGENTS**  
 in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in NORTH AFRICA, in connection with INDIA CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT PORTS every fortnight.  
 For Freight and further particulars, apply to  
**DODWELL & CO., LIMITED**  
 General Agents for China and Japan  
 Hongkong, 4th August, 1908.

**ON SALE.**  
 A TABLE OF THE  
**RATES OF EXCHANGE AT HONGKONG**  
 For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 33 Years From 1874 to 1906.  
 price: 32 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

**VISITORS TO CANTON.**  
 Should purchase  
**FROM HONGKONG TO CANTON, BY THE PEARL RIVER.**  
 BY  
**CAPTAIN C. V. LLOYD (S.S. "FAIRFAX")**  
 With Illustrations, Maps and Plans.  
 Price ..... \$1.90  
 On Sale at—  
 Hongkong: "DAILY PRESS" Office.  
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 Messrs. W. BREWER & CO.  
 Messrs. A. S. WATSON & CO.  
 Hongkong, 4th October, 1903.

**Cutler, Palmer & Co.'s**  
**SPECIAL BLEND WHISKY.**  
**SPECIAL BLEND WHISKY.**  
**SHIPPERS**  
**Cutler, Palmer & Co., London**  
**AGENTS**  
**SIEMSEN & CO., HONGKONG.**



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR                                    | STEAMERS | TO SAIL        | REMARKS              |
|--|----------|----------------|----------------------|
| SHANGHAI                               | ARCADIA  | About 28th May | Freight and Passage. |
| LONDON VIA USUAL PORTS                 | DELTA    | Noon, 30th May | See Special of Call. |
| LONDON and ANTWERP                     | SUMATRA  | About 3rd June | Freight and Passage. |
| ANG, COLOMBO, PORT SAID and MARSEILLES | DELTA    | About 5th June | Freight and Passage. |
| SHANGHAI, MOJI, KOBE and YOKOHAMA      | ARCADIA  | About 5th June | Freight and Passage. |

For further Particulars, apply to

F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 27th May, 1908.

# CHINA NAVIGATION CO., LIMITED.

| FOR  | STEAMERS   | TO SAIL             |
|--|------------|---------------------|
| MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CARRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH | "TAIYUAN"  | On 28th May, 4 P.M. |
| NINGPO and SHANGHAI  | "NINGPO"   | On 29th May, 4 P.M. |
| SHANGHAI   | "KIUKIANG" | On 30th May, 4 P.M. |
| HONGKONG and HAIPHONG  | "HUPEH"    | On 2nd June, 4 P.M. |
| MANILA   | "TEAN"     | On 2nd June, 4 P.M. |

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 27th May, 1908.

# NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

| FOR  | STEAMERS | TO SAIL                        |
|--|----------|--------------------------------|
| NAPLES, GENOA, GIBRALTAR, SOUTH AMPTON, ANTWERP & BREMEN | "BUELOW" | Wed' day, 3rd June, at Noon.   |
| SHANGHAI, NAGASAKI, KOBE and YOKOHAMA                    | "KLEIST" | About Wed' day, 3rd June.      |
| MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE          | "MANILA" | Thursday, 18th June, at 5 P.M. |

NORDDEUTSCHER LLOYD,  
MELOHRS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 23rd May, 1908.

# INDO-CHINA S. NAV. CO., LD.

| FOR                             | STEAMERS    | TO SAIL                    |
|---------------------------------|-------------|----------------------------|
| SHANGHAI, YOKOHAMA, KOBE & MOJI | "FOOKSANG"  | Friday, 29th May, D'light. |
| SHANGHAI                        | "HANGSANG"  | Friday, 29th May, Noon.    |
| MANILA                          | "YUEHSANG"  | Friday, 29th May, 4 P.M.   |
| SINGAPORE, PENANG & CALCUTTA    | "KUTSANG"   | Saturday, 30th May, Noon.  |
| MANILA                          | "LOONGSANG" | Friday, 5th June, 4 P.M.   |

RETURN TOURS TO JAPAN.  
OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe, these vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.

Hongkong, 27th May, 1908.

# HAMBURG-AMERIKA LINIE, HAMBURG.

EAST ASIATIC FREIGHT SERVICE.  
Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports, and also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

|   |   |
|---|---|
| FOR SHANGHAI, YOKOHAMA & KOBE:                        | FOR MANHATTAN, ANTWERP, BREMEN & HAMBURG: |
| S.S. DORTMUND ... 6th June                            | S.S. SITHONIA ... 1st June                |
| FOR SHANGHAI, YOKOHAMA & KOBE:                        | FOR HAVRE & HAMBURG:                      |
| S.S. ASTORIA ... 8th June                             | S.S. SCANDIA ... 15th June                |
| FOR SHANGHAI, YOKOHAMA & KOBE:                        | FOR MANHATTAN, ROTTERDAM & HAMBURG:       |
| S.S. S. XOMIA ... 14th June                           | S.S. BISMARCK ... 23rd June               |
| FOR SHANGHAI, YOKOHAMA & KOBE:                        | FOR HAVRE & HAMBURG:                      |
| S.S. SILVIA ... 18th June                             | S.S. DORTMUND ... 12th July               |
| FOR SHANGHAI, YOKOHAMA & KOBE:                        |   |
| S.S. SLAVONIA ... 28th July                           |   |
| S.S. ITHAKA ... FOR CHINKIANG                         |   |
| S.S. KOWLOON ... FOR TSINGTAU, NAGASAKI & VLADIVOSTOK |   |

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 27th May, 1908

Hongkong Office.

# OSAKA SHOSEN KAISHA. REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

| FOR                                   | THE CO'S S.S.                      | LEAVING                      |
|---------------------------------------|------------------------------------|------------------------------|
| SHANGHAI VIA SWATOW, AMOY AND FOOCHOW | "SHOSHU MARU"<br>Capt. M. NEMOTO   | FRIDAY, 29th May, at 10 A.M. |
| TAMSUI VIA SWATOW AND AMOY            | "JOSHIN MARU"<br>Capt. H. S. SMITH | SUNDAY, 31st May, at 9 A.M.  |

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Ample, Unrivaled Table. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 27th May, 1908.

T. ARIMA, Manager.

# CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel. 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.

| PROPOSED SAILINGS.                    | (Subject to Alteration). | ARRIVE VANCOUVER |
|---------------------------------------|--------------------------|------------------|
| R.M.S. "EMPERESS OF CHINA" 6,000 Tons | THURSDAY, 4th June       | 22nd June        |
| "EMPERESS OF INDIA" 6,000             | THURSDAY, 18th June      | 4th July         |
| "LENNOX" 3,700                        | THURSDAY, 18th June      | 17th July        |
| "EMPERESS OF JAPAN" 6,000             | THURSDAY, 4th July       | 25th July        |
| "EMPERESS OF CHINA" 6,000             | SATURDAY, 11th July      | 4th Aug.         |
| "EMPERESS OF CHINA" 6,000             | SATURDAY, 25th July      | 18th Aug.        |
| "GLENFARG" 3,700                      | SATURDAY, 8th Aug.       | 6th Sept.        |

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPERESS" Steamers will depart from HONGKONG at 4 P.M. S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian-Pacific direct Line. R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Ministers, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments. Routes, Handbooks Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

# HONGKONG-MANILA. Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to- date arrangements for comfort of Passengers.

| STEAMSHIP | TONS. | CAPTAIN      | FOR    | SAILING DATE.      |
|-----------|-------|--------------|--------|--------------------|
| ZAFIRO    | 2540  | R. Rodger    | Manila | On 30th May, Noon. |
| RUBI      | 2540  | R. W. Almond | Manila | On 6th June, Noon. |

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 25th May, 1908.

# HONGKONG-NEW YORK. AMERICAN ASIATIC STEAMSHIP COMPANY FOR NEW YORK VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. LOWTHER CASTLE

On 27th May, 5 P.M.

For freight and further information apply to

SHEWAN TOMES & CO.,  
GENERAL AGENTS.

Hongkong, 22nd May, 1908.

# CHARGEURS REUNIS, FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS. ALL ROUND THE WORLD LINE.

OUTWARD via Suez:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinkiang, Peking, Tientsin, Kobe, Yokohama, G. R. to Hongkong in 30 DAYS. G. R. to Hongkong in 29 DAYS. NAPLES to Hongkong in 29 DAYS. Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANS-PACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco. CONNECTING WITH CANADIAN PACIFIC RAILWAY. Freight to Overland. Passengers to Overland and Europe via Vancouver. YOKOHAMA to VANCOUVER 13 DAYS. YOKOHAMA to LONDON and PARIS 25 DAYS. HOMEWARD via MANHATTAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

|                 |           |        |               |
|-----------------|-----------|--------|---------------|
| AMIRAL MAGON    | 4th June  | MALTE  | 12th Oct.     |
| AMIRAL EXELMANS | 25th July | LEYLAN | 28th Nov.     |
| OUSSANT         | 27th Aug. | CHASSE | 11th Jan. 09. |

1st No. Passengers, 1st Intermediate Class and Rates of Passage. New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,  
FRENCH MAIL OFFICE.

Hongkong, 9th May, 1908.

# JAVA-CHINA-JAPAN LIJN. REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

| STEAMER   | FROM  | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT         |
|-----------|-------|----------------------|----------------|---------------------|
| TJILATJAP | JAVA  | Second half of May   | SHANGHAI       | Second half of May  |
| TJIPANAS  | AMOY  | Second half of May   | JAVA           | Second half of May  |
| TJIBODAS  | JAVA  | First half of June   | JAPAN          | First half of June  |
| TJIKINI   | JAPAN | First half of June   | JAVA           | First half of June  |
| TJIMAHI   | JAVA  | Second half of June  | SHANGHAI       | Second half of June |
| TJILIWONG | JAVA  | Second half of June  | JAPAN          | Second half of June |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading. For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor,  
Hongkong, 20th May, 1908.

Telephone No. 375.

# THOS. COOK & SON, ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.  
TICKETS ISSUED TO ALL PARTS OF THE WORLD.  
BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.  
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14, WATER STREET  
YOKOHAMA.

# BOVRIL

When you ask for

do not take a cheap imitation. BOVRIL  
is all beef and is a standardised strength-  
giving food.

Always have BOVRIL handy.

By Royal Warrant to His Majesty the King.

# SHIPPING IN PORT.

| STEAMERS.  | STEAMERS.  |
|--|--|
| AMIRAL DE BROUILLON, French str., 154, Chalais, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.   | PITSANULOK, German str., 1,200, T. Hayenga, 25th May—Bangkok May 17th, via Swatow 24th, Rice and Timber—Butterfield & Swire. |
| BANDAI MARU, Japanese str., 3,247, Y. Miyazaki, 22nd May—Moji 16th May, Coal—Mitsui Bishi Kaisha.  | RAJAH, German str., 2,018, R. Peterson, 21st May—Bangkok 14th May, Rice—Butterfield & Swire.                                 |
| BORNEO, German str., 1,344, F. Sembill, 17th May—Saigon 12th May, Rice—Chinsee.  | RENDAR, Nov. str., 2,270, C. Stangely, 14th May—Moji 8th May, General—Asgard.  |
| CHONGKING, British str., 1,256, Liddell, 21st May—Tientsin via Chefoo 15th May, General—Jardine, Matheson & Co.                                | ROMFORD, British str., 1,330, Scott, 23rd May—Hong Kong 21st May, Coal—Dodwell & Co.   |
| DERBY, British str., 1,563, J. Jenkins, 19th May—Saigon 15th May, Rice—Chinsee.  | SABING RICKMERS, Dutch str., 340, Fries, 16th May—Fochow 13th May, Ballast—Asia Petroleum Co.                                |
| EASTERN, British str., 2,272, W. G. McArthur, 24th May—Kobe 18th May, General—Gibb, Livingston & Co.   | SIMONGANG, Dutch str., 1,202, H. Vos, 21st May—Saigon via Pulo Laut 11th May, Sugar—Chinsee.                                 |
| EMPERESS OF CHINA, British str., 3,048, R. Archibald, 4th May—Vancouver, B.C. 15th April, and Shanghai 2nd May, Mails and General—C. P. R. Co. | SKRAMSTAD, Norwegian str., 860, T. M. O. Agorup, 21st May—Chefoo 15th May, General—Wallum & Co.                              |
| FRICHING, Chinese str., 930, H. G. Paramore, 22nd May—Shanghai 19th May, General—Chinsee.  | SPRINGBURN, British str., 3,172, J. J. Cross, 24th May—Kobe 18th May, General—Oil—Standard Oil Co.                           |
| FOOKSANG, British str., 1,937, T. A. Mitchell, 25th May—Calcutta and Singapore 18th May, General—Jardine, Matheson & Co.                       | TAIWAN, British str., 1,041, J. A. Martin, 14th May—Saigon 10th May, Rice & General—Chinsee.                                 |
| GERMANIA, German str., 765, H. Flugel, 18th May—Sydney via Ports 6th April, Copra—Simmons & Co.  | TATIAN, British str., 1,453, L. Dawson, 12th May—Australia 15th April, General—Butterfield & Swire.                          |
| HAIPHONG, French str., 500, Pomfret, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.  | TENZO MARU, Japanese str., 7,205, Philip H. Going, 21st May—Yokohama 16th May, General—Toyo Kisen Kaisha.                    |
| HELM, Norwegian str., 758, A. Eriksen, 25th May—Bangkok 17th May, Rice—Chinsee.  | TILATJAP, Dutch str., 2,475, van Bommel, 23rd May—Manila 15th May, General—Java China-Japan Lijn.                            |
| HENRIK ISEN, Norwegian str., 2,960, J. S. Petersen, 24th May—Moji 18th May, Coal—Mitsui Bishi Kaisha.  | YUEHSANG, British str., 1,125, P. H. Rolfe, 25th May—Manila 22nd May, General—Jardine, Matheson & Co.                        |
| HITACHI MARU, Japanese str., 4,163, F. E. Cope, 25th May—Yokohama May 13th, and Shanghai 22nd, Beer, Wine and Curries—Nippon Yusen Kaisha.     | ZAFIRO, British str., 1,619, R. Rodgers, 25th May—Manila 23rd May, Sugar and Cigars—Shewan, Tomes & Co.                      |
| HONGKONG MARU, Japanese str., 2,447, E. Bent, 25th May—San Francisco 25th April, and Manila 23rd May, Mails and General—Toyo Kisen Kaisha.     |  |
| HOPKINS, British str., 1,353, Jas. M. Hay, 17th May—Wakamatsu 12th May, Coal—Mitsui Bussan Kaisha.   |  |
| ITHAKA, German str., 1,453, Vogeler, 21st May—Chinkiang 16th May, General—Hamburg-Amerika Linie.   |  |
| KRIVSBERG, German str., 646, D. Heuk, 23rd May—Macao 23rd May, General—Jebens & Co.  |  |
| KOHSICHANG, German str., 1,232, C. Reinfelder, 24th May—Bangkok May 11th, and Kohabang 19th, Rice and Wood—Butterfield & Swire.                |  |
| KUTSANG, British str., 3,110, Bradley, 22nd May—Moji 18th May, General—Jardine, Matheson & Co.   |  |
| KYOTO MARU, Japanese str., 2,644, N. Wakatake, 21st May—Moji 15th May, Coal—Mitsui Bussan Kaisha.  |  |
| LOWTHER CASTLE, British str., 2,717, W. Lightoller, 21st May—Kobe via Moji 18th May, General—Shewan, Tomes & Co.                               |  |
| NEBRITA, Dutch str., 1,436, Wester, 13th May—from Bangkok—Arnhold, Kaiberg & Co.   |  |
| NINGPO, British str., 1,248, E. Richard, 20th May—Wuhu and Shanghai 16th May, Rice and General—Butterfield & Swire.                            |  |
| OCERANO, British str., 1,732, M. L. Brun, 20th May—Hoogay 17th May, Coal—Dodwell & Co.   |  |
| PREWIPENN, British str., 1,065, J. H. Scott, 25th May—Saigon 20th May, Fish and Meal—Chinsee.  |  |

# ON SALE.

A TABLE OF THE  
RATES OF EXCHANGE  
AT HONGKONG

DEMAND DRAFTS ON BOMBAY  
On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

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